

THE TOUR OF THE LAKES.

THE DEPARTURE OF MARQUETTE AND THEIR ARRIVAL AT THE HEAD OF LAKE SUPERIOR. From Our Own Correspondent. Duluth, Aug. 19.—Before the departure of the Winlow from Marquette an interesting visit was paid to the Lake Superior Mining Company's iron mines, about fifteen miles in the interior. Marquette is the only outlet for the shipment of ore from the adjacent mines, which, during the present year, has amounted to 250,000 tons, and before the close of navigation it is expected to reach 450,000 tons. Marquette is a bustling place, and has quite a number of business blocks, though that portion of the town was entirely consumed by fire about two years ago. The Marquette and Ontonagon Railroad Company has a most substantial pier in the centre of Marquette, on which its tracks run, and by means of shoots the vessels lying on either side can be loaded with ore very expeditiously. It is asserted that the Lake Superior region produces one-fifth of the whole amount of iron ore in the United States. The port being closed by ice during five months of the year, and as there is no other outlet for the produce of the mines, there is always a large collection of vessels waiting for cargoes during the shipping season. During the stay of the excursionists there was a constant demand for Indian curiosities and photographs of the various objects of interest in the vicinity, including the prominent points of the Pictured Rocks.

The Winlow left Marquette on Wednesday evening for Bayfield, the next stopping-place, which was reached on Thursday evening, in a chilly rain-storm, which again caused some uneasiness among the lady passengers, arising from the motion of the boat. While at dinner, Dr. Vinton, in behalf of the passengers, gave expression to their appreciation of the munificent hospitality that had been conceived and carried out to the excursion, and returned thanks to Mr. Evans, their host. Brilliant speeches were also made by Judges Brewster and Paxson. General Morehead, in responding to a toast to the telegraph, paid a tribute to Henry O'Reilly, the pioneer of telegraph enterprises in the West. In consequence of the storm the boat remained at Bayfield all night and started for Duluth early this morning, the sun shining brightly, but the temperature being so decidedly cold that a stove was put in the cabin and the warmth was very enjoyable.

Duluth was reached about 4 o'clock, and a crowd of several hundred persons assembled at the landing and received the excursionists with boisterous cheers, which were responded to by all on board. The most prominent building along the Lake front is a grain elevator nearly ready for operation. An extensive railroad depot is also located on the Lake front, where three vessels were discharging their cargoes of railroad iron for the Northern Pacific Railroad, and the Winlow is freighted with five hundred tons for the same road. Just above the grain elevator a breakwater has been constructed, extending 600 feet into the lake. A narrow tongue of solid land extends out into the lake for several miles. This is called Minnesota Point, and for about half a mile this is covered with buildings. Superior avenue, which runs parallel with the lake shore, is lined with stores and dwellings for at least a mile. On this avenue is located the Clark House, a well-kept hotel capable of accommodating 200 guests. The avenue is mostly graded, and when completed will convert this into a most delightful drive. The cross streets are also improved with dwellings, and liberally scattered in every direction. The citizens claim a population of 4000, and appearances indicate that their estimate is not an extravagant one.

Duluth is the growth of the last two years, and the increase during the past year has been enormous. It is the depot of two railroads—the Lake Superior and Mississippi Railroad, now in operation to St. Paul, and the Northern Pacific, the construction of which is proceeding with great rapidity. The formal celebration of the opening of the Lake Superior and Mississippi Road takes place on Tuesday and Wednesday next, the features of which are to be an excursion of the State dignitaries and those of St. Paul over the road, an illumination, an excursion on the lake, and a ball at the Clark House.

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CHINESE DOCTORS.

Their Pharmacopoeia comprises one thousand and twelve different medicines, of which one hundred and thirty-two kinds are of mineral origin. Grasses and vegetables (including roots, leaves, flowers, and seeds) furnish three hundred and eighty kinds; and these are the only drugs which have any pretensions to the respect of western medical men. Trees furnish one hundred and seventy-seven medicines; while from the human body thirty-nine different medicines are derived, of which the following only can be mentioned:—Hair, cut fine and used in plasters; for internal use, woman's milk, dandruff, teeth filings, ears, bile, sweat, parings of the finger and toe-nails burnt to ashes, ashes of the frontal bone, moustaches and blood, the gall and other things unfit to mention. The medicines derived from animals are 94 in number, and comprise dragon's bones, testicles and horns, mink or beaver (a concretion found in the stomach of that animal), bear's gall and ivory; glue made from the hides of deer or mares; sheep's milk, the oil of milk and mare's milk; the hoofs and thighs of white or bay horses; bull's manure; horns of the chamois, deer, and rhinoceros; tigers' claws and eyes; dogs' gall, heart, brains, teeth, skull, blood, and so on, including, as in the case of 'human' medicines, many articles which cannot be named publicly. From bugs, worms, snakes, shellfish, turtles, flies, etc., ninety-nine kinds of medicine are compounded; from fowls and birds thirty-four kinds. Fruits furnish forty, the cereals thirty-eight, and the cabbage, melon, and turnip sixty-two kinds of drugs; and the list might be greatly extended. One medicine which appears to have its origin in a superstitious belief is bread soaked in the blood of a decapitated criminal, which is dried

and reduced to powder. It is administered for those diseases of the stomach in which food and drink are rejected as soon swallowed. Acupuncture (pricking with a needle) is the favorite, and indeed almost the only, surgical operation practised by the medical practitioners of China and Japan. It is performed by plunging cold or red-hot silver needles into the muscular portions of the body, the only science of the operator consisting in knowing the precise spot where they should be inserted. This curious performance has been an essential part of native practice from the remotest antiquity, and some forty years ago was, at the recommendation of travelers to China, tried by many French and other European doctors. As it did in one or two cases afford relief, various hypotheses were started to account for its curative power. Some imagined that it afforded a conductor for the escape of an undue accumulation of the electric fluid at the seat of disease. But it was soon found to be useless in the majority of cases, the few in which it did good being of a nature that would have succumbed to any counter-irritating treatment, and it soon fell into disuse. The means adopted for acquiring a correct knowledge of where the needles may be inserted are a curious example of misplaced Chinese ingenuity. They have designated on the human body three hundred and sixty-seven points, each having a particular name of its own, according to its supposed relation to the internal parts; and in order to practice accurately they have had small copper figures constructed on which very small pinholes are made at the positions answering to these points on the live subject. The whole figure is then pasted over with paper, and the needle student exercises himself daily in pricking for the holes, until he can, without hesitation, place the point of his needle on the exact spot occupied by each. When the necessary skill is required the operator becomes ludicrously enamored of his art, and is ready to perforate his fellow-creatures for any conceivable malady.

THE GRAND LAMA OF THIBET.

The most interesting paper in the last number of the Royal Asiatic Society's Journal, by Mr. W. F. Mayer, of the British Consular service in China, dispels much of the mystery which has enveloped the Lamaistic hierarchy of Thibet. Mr. Mayer's materials are drawn from the official reports of a former Chinese Commissioner at Lhasa, which describes the ceremonial attendant upon the selection and installation of a new Dalai Lama. He says:— "In the fourteenth century after Christ the religion of Thibet was Buddhism more than half obscured by Indian Sivaism and indigenous Turanian superstitions. Caste and other Brahminical institutions flourished side by side with monastic celibacy and the essential observances of the Buddhist creed. The Sakia hierarchy, so called from their seat of government, was presently severed, and a dynasty of the Mongol conquerors of China, in the early part of the fifteenth century (1418-1470) a young monk named Tsung-kaba emerged from an obscure convent somewhere upon the China frontiers and began to denounce the corruptions which had crept into Buddhism. Glad in the yellow robes sacred to Buddha, he went from place to place preaching the pure doctrines of Buddhism. Such was his success that before his death the "Yellow Church" had taken the place of the corrupt faith, and the red-clothed Sakia dynasty had been expelled from the kingdom. The old sect still lingers under the designation of the Red Church in parts of Thibet and Mongolia. There were many points in Tsung-kaba's teaching which resembled in a striking manner the dogmas and ritual of the Roman Church, and there is no doubt that European missionaries had penetrated into Thibet about the time of his appearance. When Tsung-kaba died he bequeathed his authority, spiritual and temporal, to his two disciples, laying upon them the command that they should be born again, generation after generation, to practise the doctrines of the Great Conveyance. The most sacred of these himself is believed to have passed into the elder of the two. Hence arose the double hierarchy. That of the elder Lama was called Dalai or 'Ocean.' The other was known as the Panshen Erdeti, or 'Precious Teacher.' This two-fold division of power has still been maintained. Mr. Mayer would distinguish the one as the 'Head of the Church,' the other as the 'Primate'; but no accurate parallel can be drawn from any other system. The Panshen Erdeti, though inferior in both spiritual and secular authority to the Dalai Lama, is more completely abstracted from worldly affairs, and, therefore, accounted more sacred than himself. His residence is on Tashi Lumbö, the Mountain of Good Fortune, while the Dalai has his residence upon Mount Potale—a name, doubtless, connected with Patala, the country of Sakyamni's ancestors. Distinguished laymen are sometimes honored with the title of Nomen Han or Prince of the Church. The next grade of importance is the Hutukochu or saints, about 160 in number, who would probably correspond to the College of Cardinals in the Roman hierarchy. The Commissioner Meng Pao describes at full length the selection and installation of the Dalai Lama in 1841.

AN INTERESTING RELIC.—We were presented a few days since with a relic which will be regarded by savants and archeologists with great interest. It is no less than a pipe exquisitely and elaborately carved in alto relievo, with the totems of three of the most influential tribes of the Iroquois or Six Nations. The bowl of the pipe (also elegantly carved) is supported by the totems of the Mohawk, Oneida, and Onondaga Nations, viz., the Beaver, the Bear, and the Otter. The history of this pipe is, perhaps, worthy of some notice. It was dug up at the Field House on the Sacandaga river, N. Y.—the old hunting grounds of the Six Nations—by Mr. William Markham, while he was hoeing potatoes. Mr. Markham is a great, great-grandson of Governor William Markham, who, it will be remembered, came over with William Penn, and was the first Governor of the Colony of Pennsylvania under that personage. It seems, therefore, to be a poetic justice that a descendant of the man who was identified with the Indians by various acts of kindness towards that much abused people should dig up and thus perpetuate a relic which proves the advance the Aborigines had made in the fine arts. We ourselves some years since dug up on the shore of Lake George a pipe into the form of a raccoon, but, although we then thought it to be a fine specimen of work, it bears no comparison with this relic of Mr. Markham's.

Mr. Markham, who has recently moved to Bergen, N. J., has a number of relics of a similar character, which he is always willing to show to those interested in things of this nature.—College Review.

FINANCIAL. SEVEN PER CENT. First Mortgage Bonds OF THE Danville, Hazleton, and Wilkes-Barre Railroad Company, At 85 and Accrued Interest Clear of all Taxes. INTEREST PAYABLE APRIL AND OCTOBER. Persons wishing to make investments are invited to examine the merits of these BONDS. Pamphlets supplied and full information given by Sterling & Wildman, FINANCIAL AGENTS, No. 110 SOUTH THIRD STREET, PHILADELPHIA. Government Bonds and other Securities taken in exchange for the above at best market rates.

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WATCHES, JEWELRY, ETC. LEWIS LADOMUS & CO., DIAMOND DEALERS & JEWELERS, WATCHES, JEWELRY & SILVER WARE, WATCHES AND JEWELRY REPAIRED, 802 Chestnut St., Phila. BAND BRACELETS. CHAIN BRACELETS. We have just received a large and beautiful assortment of Gold Band and Chain Bracelets, Enamelled and engraved, of all sizes, at very low prices. New styles constantly received. WATCHES AND JEWELRY in great variety. LEWIS LADOMUS & CO., No. 802 CHESTNUT STREET, 511 1/2 mws.

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SUMMER RESORTS. CAPE MAY. CONGRESS HALL, CAPE MAY, N. J., Opens June 1. Closes October 1. Mark and Simon Bassler's Orchestra, and 1st Military Band, of 120 pieces. TERMS—\$3.50 per day June and September. \$4.00 per day July and August. The new wing is now completed. Applications for Rooms, address 418 1/2 E. J. F. OAKS, Proprietor.

ATLANTIC CITY. McMAKIN'S ATLANTIC HOTEL, The new Atlantic is now open. JOHN McMAKIN, Proprietor. THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad fare from Philadelphia to Atlantic City, N. J., is now open. ELISHA ROBERTS, Proprietor. STOVES, RANGES, ETC. THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA, IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson.) Manufacturers of STOVES, HEATERS, THOMSON'S LONDON KITCHEN, TINNED, ENAMELLED, AND TON HOLLOWWARE. POLANDY, Second and Ninth Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer. JNO. EDGAR THOMSON, President. JAMES HOEY, General Manager.

REAL ESTATE AT AUCTION. TRUSTEES SALE OF REAL ESTATE OF THE FREEDOM IRON AND STEEL COMPANY. The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest, will sell at public sale, at the Philadelphia Exchange on TUESDAY, the 30th day of September, A. D. 1870, at 12 o'clock noon, by M. THOMAS & SONS, Auctioneers, All the lands, tenements, hereditaments, and real estate of whatsoever kind and whosoever situated and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, blast mills, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz:— About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:— The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land. One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationary engines, machinery, and fixtures. Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables. In the same county, containing 2000 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county. Also, about 17,400 acres of unseated lands, in Mifflin county. Also, the right to take ore on the Mathersburgh farm, in Decatur township, Mifflin county, at a royalty of 20 cents per ton. Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 27 stables, carpenter shop, blacksmith shop, 22 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars. Also, the property known as the Monroe Furnace, in Derry township, Huntingdon county, containing about 119 acres of land, with two dwelling-houses, stables, carpenter shop, smith shop, store and office building. Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to \$300,000, with interest from February 1, 1867, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:— \$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser. The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustee in and to the following described properties, viz:— The property known as the Yoder Farm, in Brown township, Mifflin county, containing 169 acres, 124 perches, composed of two tracts as follows:— Beginning at stone in road, thence by land of John D. Barr, north 83 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44 1/2 degrees west, 202 3-10 perches to stone; thence by land of John Hooley, north 45 1/2 degrees west 102 1-10 perches to stone; thence south 44 1/2 degrees east, 190 0-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure. Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44 1/2 deg. west, 67 5-10 perches to stone; thence by land of John Hooley, south 45 1/2 deg. west, 78 6-10 perches to stone; thence by land of David L. Yoder, north 42 1/2 deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46 1/2 deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to \$117,789.24, upon \$300 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868. Also, the property known as the Williams farm, as follows:— All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:— Beginning at a chesnut, corner of lands of Philip Maritz, thence by lands of William Honey and Samuel McManamy, north 37 degrees west, 92 1/2 perches, to a hickory; thence by lands of Samuel McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 67 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's land, north 37 degrees east, 91 perches, to a stone; thence by land of heirs of John McDonnell, deceased, and Mrs. McIlvain, north 60 degrees east, 95 1/2 perches, to a post; thence by land of Philip Maritz, north 70 1/2 degrees east, 89 1/2 perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance. This property is charged with a mortgage, given to secure bonds for \$1200, with interest at 6 per cent. per annum, from November 3, 1868. Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches. The last named property is subject to a mortgage given to secure a bond for \$1000, bearing interest at the rate of 6 per cent. per annum from July 25, 1868. The terms of sale of the last three described properties will be as follows:— Twenty-five dollars in cash to be paid upon each when they are respectively struck off. The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISPAR MORRIS, JAMES YOUNG, Enoch Lewis, M. THOMAS & SONS, Auctioneers. 6 27 mth 1870

REAL ESTATE AT AUCTION. NOTICE. By virtue and in execution of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date the eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 24, page 95, etc., the undersigned Trustees named in said mortgage, WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by MESSRS. THOMAS & SONS, Auctioneers, at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:— No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said lot, seventy-two feet to the place of beginning. Subject to a Ground Rent of \$200, silver money. No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of \$75, silver money. No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street sixteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning. No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars. NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to \$600. No. 5. The whole road, plank road, and railway of the said Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3), roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements, and materials connected with the proper operation, management and conducting of said road, plank road, and railway, and all the personal property of every kind and description belonging to the said company. Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the revenues and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well as law in equity of, in, and to the same and every part and parcel thereof. TERMS OF SALE. The property will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid. W. L. SCHAFER, Trustees. W. W. LONGSTRETH, 818 611

GORDAGE, ETC. WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 59 NORTH WATER STREET and No. 28 NORTH WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK PRICES. GORDAGE. Manila, Sisal and Tarrad Gordage At Lowest New York Prices and Freight. EDWIN H. FITZGERALD & CO., Store, No. 25 N. WATER ST. and 22 N. DELAWARE AVENUE. SHIPPING. TOWN—LIVERPOOL AND QUEENS. STEAMERS FOR—Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of Baltimore (via Halifax), Tuesday, August 23, at 1 P. M. City of Washington, Saturday, August 27, at 2 P. M. City of Paris, Saturday, September 3, at 12 M. City of Anwerp (via Halifax), Tuesday, September 6, at 1 P. M. and each succeeding Saturday and alternate Tuesday, from New York, 45 North River. RATES OF PASSAGE. Payable in gold. Payable in currency. First Cabin, \$10.00 To London, \$20.00 To London, \$20.00 To Paris, \$15.00 To Paris, \$15.00 To Halifax, \$10.00 To Halifax, \$10.00 Passengers to Havre, Hamburg, Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to visit their friends. For further information apply at the company's office. JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAUL, Agents, 45 No. 402 CHESTNUT STREET, Philadelphia.

FOR NEW YORK DELAWARE AND CHESAPEAKE STEAMBOAT COMPANY. The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of New York, North, East, or West, free of commission. Freight rates apply to New York. WILLIAM P. CLYDE & CO., Agents, No. 19 S. DELAWARE AVENUE. JAMES HAND, Agent, No. 119 WALNUT STREET, NEW YORK. DELAWARE AND CHESAPEAKE STEAMBOAT COMPANY. Goods loaded between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. WILLIAM P. CLYDE & CO., Agents, Captain JOHN LAUGHLIN, Superintendent, Office, No. 12 South W. avenue Philadelphia. 6 115

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SHIPPING. LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY. ARE NOW RECEIVING FREIGHT, FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION. INSURANCE ONE-EIGHTH OF ONE PER CENT. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than fifty cents. NOTICE.—On and after September 15th by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to— JOHN F. OHL, 28 1/2 PIER 10 NORTH WHARVES.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week (at 8 A. M.):— HIGHLAND, 500 tons, Captain Crowell. J. W. EVERMAN, 692 tons, Captain Hinkley. SALVOR, 650 tons, Captain Akerfort. AUGUST 27. J. W. EVERMAN, Friday, August 5. SALVOR, Friday, August 12. J. W. EVERMAN, Friday, August 19. SALVOR, Friday, August 26. Through bills of lading given to Columbia, S. C., the port of Georgia, and all points South and Southwest. Freight forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent, effected at the office in first-class companies. No freight received nor bills of lading signed on day of sailing. SOUDER & ADAMS, Agents, No. 3 DOCK STREET, PHILADELPHIA, AND W. P. OHL & CO., No. 12 S. WHARVES. WILLIAM A. COURTNEY, Agent in Charleston. 6 24

PHILADELPHIA AND SOUTHERN RAILROAD STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA. The ADELPHI will sail for New Orleans direct, on Tuesday, September 6, at 8 A. M. The YAZOO will sail from New Orleans, via Havana, on September 13, at 8 A. M. THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indiana, La. and Brasas and to all points on the Mississippi river between New Orleans and St. Louis. Red River freight rebilled up to the extent of one-third of the amount of commission. WEEKLY LINE TO SAVANNAH, GA. The TONAWANDA will sail from Savannah on Saturday, August 27, at 8 A. M. THROUGH BILLS OF LADING given to all the principal ports in Georgia, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida Steamers, at as low rates as competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. The FRODOCK will sail from Wilmington on Wednesday, August 27, at 8 A. M. Returning, will leave Wilmington on Wednesday, September 7. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points. Freight for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route. Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing. WILLIAM F. JAMES, General Agent, No. 129 SOUTH SECOND STREET, PHILADELPHIA. 6 13

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND INCREASED FACILITIES AND REDUCED RATES. Steamers leave every WEDNESDAY AND SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET STREET, and return every MONDAY AND THURSDAY, at 12 o'clock noon. No Bills of Lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BY TUCKER, and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drayage, or any expense of transfer. Freight received daily. Steamer Room accommodations for passengers. No. 12 S. WHARVES, WILLIAM P. CLYDE & CO., W. P. FORSTER, Agent at Richmond and City Point. T. P. O'CONNELL & CO., Agents at Norfolk. 6 11

FOR NEW YORK, VIA DELAWARE AND CHESAPEAKE STEAMBOAT COMPANY. The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to— WILLIAM M. BAIRD & CO., Agents, No. 129 SOUTH DELAWARE AVENUE. NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, via Chesapeake and Delaware Canal, with connections at Alexandria and the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon from the first wharf above Market street. Freight received daily. WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES. HYDE & TYLER, Agents at Georgetown; M. ELDREDGE & CO., Agents at Alexandria. 6 1

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